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there was quite a number of negroes with more or less education even in the South, and probably a larger number in the North.

A comprehensive bibliography is appended to the work, and there is throughout evidence that Mr. Woodson has made extensive research. In spite of the defects mentioned above it will never be necessary for any one to do this work again.

W. L. F.

The American Navy. By Rear-Admiral French E. Chadwick (U. S. N., Retired). [The American books.] (Garden City, New York: Doubleday, Page and Company, 1915. 284 p. \$.60 net)

This little volume sketches the history of the American navy with special reference to its accomplishments in the wars in which the United States has been engaged. In its proportions the survey emphasizes the period from 1775 to 1815, two-thirds of the volume having been assigned to these years. In the seven chapters on the American revolution his indebtedness to Gardner W. Allen's *A naval history of the revolution* and to Oscar C. Paullin's *The navy of the American revolution* is apparent. The civil war era is covered hastily, no attempt being made to describe or even list any except the more important naval engagements. The author suggests, however, that the part of the navy in the civil war has been greatly underestimated. The reader's expectations are disappointed on finding that the period since 1882, "the birthday of our navy of today," is covered in twenty-five pages and that the discussion of present naval issues is accomplished in very little more than three pages. This is ground on which the first-hand information of Rear-Admiral Chadwick might have thrown important light.

A. C. C.

The Panama canal; comprising its history and construction, and its relation to the navy, international law and commerce. By Reuben E. Bakenhus, S.B., corps of civil engineers, United States Navy, public works officer, navy yard, Boston, formerly assistant in civil engineering, Massachusetts Institute of Technology; Harry S. Knapp, captain United States Navy, formerly member Naval War College staff; Emory R. Johnson, Ph.D., Sc.D., professor of transportation and commerce, University of Pennsylvania, member of public service commission of Pennsylvania, special commissioner on Panama canal traffic and tolls, 1911-1913. (New York: John Wiley and Sons; London: Chapman and Hall, 1915. 257 p. \$2.50)

"The articles which have been gathered under one cover to form this book were originally published in the Proceedings of the United States Naval Institute." According to the authors, this assemblage of articles

is desirable in order to afford a comprehensive view of the Panama canal; otherwise "the reader who would thoroughly understand the canal, its history, where and how it was built, what it means to commerce and to the navy and where it stands in the council of nations would, perhaps, wade through many pages of picturesque and interesting descriptions more or less accurate, find a part well described here and a part there and yet, in the end, might not have a complete understanding of the mammoth enterprise." All of which is very well, if only the promises set forth in the preface were fulfilled in the body of the book.

Only twenty-three pages are devoted to a sketch of the history of the enterprise, admittedly "one of the most interesting subjects connected with . . . the canal idea." To say that this sketch is fragmentary is to accord it high praise. The pity is that in collecting the fragments a great many important ones have been omitted, and the others have been thrown together in decidedly distorted shape. Thus so sudden is the change from the Nicaragua to the Panama route, and the transfer of control from France to the United States, that the impression produced is almost grotesque.

Part two, consisting of seventy-seven pages, is devoted to "the route, the design, and construction" of the Panama canal. After a brief description of the physical characteristics of the country, the all-important question of the choice between a sea-level and a lock canal is decided forthwith according to the joint resolution of Congress, June 27, 1906, with the remark that it is not "necessary to describe the detailed processes and steps by means of which these matters were finally determined, except incidentally when studying some of the important elements of the canal." The general description of the canal itself is concise and fairly well expressed. But, like other important questions, that of the "slides" is passed over with a few inconclusive remarks, such, for example, as: "The slides as a feature of the canal operation have received, perhaps, more than their share of attention, and have been made use of by alarmist press agents"; they "are not to be minimized, however, as the amount of material involved is equivalent to the excavation for 60 of the largest dry docks and they have served to considerably prolong the time of completing the Culebra Cut"; "Careful attention has been given them by the commission, and the geologist employed by them has made a thorough examination and report on the subject"; "The serious problems of the slides will have been solved when the canal is entirely finished. No one can predict with certainty, however, that they will have been altogether eliminated by that time. New slides may develop or old ones extend. But the slides are usually slow to develop, and the material can be rapidly excavated should any occur." These, and other statements to the same effect, based upon a supposedly accu-

rate geological investigation of the situation, are not borne out by recent recurrences of the disastrous slides. Thus "the reader who would thoroughly understand the canal" may after all have to "wade through" the more accurate descriptions of the country contained in other books.

Under the caption "The Panama canal in international law," the author of this section says: "It is important to have a knowledge of the antecedent history to appreciate the full bearings of the present treaty obligations of the United States with respect to the canal." Such knowledge might easily have been acquired and presented to the reader in succinct form, since a great deal has been written by diplomatic historians on this phase of the transit question. For the lack of such a summary, these few pages devoted to the international law of the canal are of very little value. Nor is it necessary to add anything in the way of comment on the short section devoted to sanitation, costs of work, elements of success, and so forth, which contains some figures in columnar form, and a conclusion quoted from a speech of Senator Seward sixty years ago.

This book having been written for the most part by naval officers, the section which is devoted to "The navy and the Panama canal" is of the greatest interest to the general reader, more especially at this juncture when the great war is going on and the United States navy may be called into action at any time. Part four, devoted to the commercial importance of the canal, is written by a layman, but by an authority withal. Herein will be found an admirable summary of this author's contributions to the subject in other books and magazines.

The compilers of this volume should also be commended for appending a series of excellent maps, produced by the canal commission and by the engineers in charge of the work. On the whole, however, the book is nothing more nor less than a compilation, and there is not very much to say for it at that.

LINDLEY M. KEASBEY

A history of travel in America. Showing the development of travel and transportation from the crude methods of the canoe and the dog-sled to the highly organized railway systems of the present, together with a narrative of the human experiences and changing social conditions that accompanied this economic conquest of the continent. By Seymour Dunbar. In four volumes. (Indianapolis: The Bobbs-Merrill Company, 1915. 339; 400; 383; 404 p. \$10.00 net)

Four hundred pictures "selected and arranged to form a flowing and connected story of its own, independent of the text" constitute the most important contribution of these four volumes which have been christened